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**MINNEGAZETTE**

Post Office Box 1300, Hopkins, Minnesota 55343



NOVEMBER-DECEMBER 1972

ON THE COVER: Rolling grandly out of the past and into the present comes #265 - MTM's long desired and hopefully soon to be acquired second, vintage standard car for the Como-Harriet line - shown here threading the rails of the Duluth DSR yards in 1939. Plans for this new restoration effort are now being developed. See the following pages for further details.

### Electrification Underway

Most of the poles are in; the wire is on the site and work to re-electrify the Como-Harriet with overhead trolley wire is underway. Long-awaited, full-electrification of the restored line will return the sights, sounds and ozone aroma of full trolley operation to the C-H - the hiss of the trolley pole on the wire, the flashing sparks. It is estimated that, weather permitting, overhead erection and fitting will continue throughout the winter season of 72 & 73. Plans for a power source - either independent generator unit or rectifier method have not yet been completely firmed though MTM is leaning toward outside power as a more reliable energy source for future operations on the Como-Harriet Line.

### MTM Regular TOKENS

A quantity of regular diameter minted brass fare tokens have been put into service on the Como-Harriet Line. Bearing the inscription "Como-Harriet Streetcar Line" with the MTM herald on the reverse of the tokens, they have a cash value of 25¢ and will operate through #1300's vintage Johnson Fareboxes. In use since mid-September, the coins have already considerably reduced the change-making workload for conductor and station platform crews. As a note; several of the Como-Harriet oversize brass commemorative tokens issued earlier this summer are still available to members at \$1.00 each. Those interested may contact Dave Norman, 3007 24th Street E., Mpls., Minn. 55406.

### CLOSED FOR THE SEASON!

On Sunday, October 22nd, car #1300 carried her last passengers for the 1972 regular season and was retired to the Linden Hills car-house for the long winters sleep. Since commencing regular Sat/Sun operation on May 30th, our venerable 1908 car has carried approximately 50,000 happy and curious people. The enthusiastic public reception given #1300 and the Como-Harriet Streetcar Line during this, our first full year of operation, is the best possible compliment to Museum members who labored so long and hard to make the dream a reality.

Even though #1300 is now entering its annual period of winter dormancy, MTM will remain quite active during the winter months. Overhead electrification will proceed (weather permitting). Acquisition and/or reconstruction of our 2nd standard car will be inaugurated; considerable planning for the '73 season will take place, and work on MTM's forthcoming literary work "The Electric Railways of Minnesota" will continue apace. The Como-Harriet may be closed for the season but MTM is open and running hard.



NEW/OLD BROCHURE RE-ISSUED

After an absence of over 60 years, the rare and sought-after two color TCRT Lake Minnetonka-Big Island Park tourist brochure has been re-printed by MTM. This unique multi-fold pictorial work was originally published in 1912 by the Transit Co. to publicize its celebrated Big Island Park Resort. The entire steamboat, streetcarboat fleet, the Como-Harriet-Minnetonka high-speed line and the Big Island Amusement Park are covered in great detail both in pix and text. Members wishing to obtain a copy of this unique historical document reprint may do so by sending \$1.00 with a stamped, self-addressed envelope to "Trolley", Box #1300, Hopkins, Minn., 55343. Copies may also be obtained on #1300 during regularly scheduled operations. As usual, all contributions go toward Como-Harriet restoration!

A Message to all Fellow Volunteer Como-Harriet Workers - from George Isaacs  
Exc. Vice-President

On behalf of the membership and officers of MTM, I wish to thank each and everyone of you for your contribution to the physical improvement and progress at the Lake Harriet site. Approximately 65 persons volunteered at least one day a month for the past six months to help move the rails toward the William Berry Bridge - our goal for '72. It was hard work when one considers that most of our members (myself included) are not in proper physical condition for this type of work.

Next year our plans call for a more leisurely pace in improving the Lake Harriet site. We want our individual endeavors at Harriet to be both enjoyable and fulfilling - certainly not to become a chore. If all who volunteered this year return again in 1973, we can continue to move our project ahead at a steady pace.

As your general foreman for the past 3 years, I have two requests to make of you:

1. I need 3 or 4 more people to take on the responsibility of foreman - the role of leadership becomes unduly heavy when there are not enough foremen to head all of the scheduled work crews in any given month. Those interested in accepting some of this responsibility please contact me. (484-7512)
2. When you receive your particular work assignment sheet, please note your day of obligation on your personal calendar. If there is any conflict with your plans, please try to work an exchange with someone else or let your foreman know so he can at least fill out his work crew. It is most disheartening to have only 1 or 2 workers show up. If you volunteer, be responsible and fulfill your duty. It is most necessary that the foreman and general foreman know the exact number of people to count on in order to properly plan the work.

Once again, you have been a wonderful group of people to work with and thanks.

George K. Isaacs

## #265 TO RUN AGAIN ? ?

No, a 265 is not an unusual wheel arrangement for a locomotive; Two-sixty-five is the number of a uniquely preserved Twin City Lines built standard car which was originally constructed in the sprawling TCRT St. Paul Snelling shops in 1914 as TCL double-truck standard gatecar #1791. It was sold to the Duluth Street Railway in May 1916. Renumbered as car #265, it was rebuilt to the more economical one-man operating configuration in 1929. While retaining many of the original TCRT gatecar characteristics, (i.e., sliding twin rear vestibule doors, inside coal heater, etc.) the Duluth remodeling treatment developed several interesting variants characteristic of the Port Cities operation - that is, narrow rear exit doors, rear platform seats, number boards for route designations, off-center front window-post arrangement etc. Despite these minor differences, #265 remained a TCRT standard throughout.

In color, (exterior and interior color theme) DSR cars were virtually a carbon copy of TCRT - with only minor trim differences.

#265 ran to the very end of Duluth rail operations in 1939. Stripped of trucks and mechanical equipment, it was sold and transported to Northern Wisconsin, where, in a remarkable state of preservation it reposes to this very day.

If properly restored to its former DSR configuration and colors to run on the Como-Harriet Streetcar Line, car #265 (nee; TCL #1791) could become a living, entirely appropriate and very desirable MTM memorial to the once great Twin Ports Electric Railway System.

Readers will recall that this very well-preserved carbody was originally located by MTM in the Winter of 1972. (see May issue of the Minnegazette) Efforts have been underway since that time to secure the car and arrange for full restoration.

#265 would certainly provide MTM with a most interesting and unique 2nd standard streetcar for Lake Harriet. DSR car #265 on the Como-Harriet, bearing the original destination signs "Woodland" could be a most colorful and historical vehicle and a main public attraction in contrast to and in compliment of premier C-H car #1300.

Thus, ex-TCL car #1791 could soon return to her native rails after an absence of over a half century if MTM can arrange for needed restoration facilities. Hopefully #265 will be acquired and the restoration work can begin in earnest soon. The future issues of the 'Gazette' will carry full details of the plan when and if it develops.

However, one fact remains certain; MTM will acquire a needed second electric car for the Como-Harriet Streetcar Line in the not too distant future. Whether the ultimate vehicle obtained is #265, an original gatecar, a steelside standard or wide PCC 300 series car is not the point. What is important is that the Museum must acquire a second operational car for the Como-Harriet - the only historical requirement being that it must be an original Twin Cities streetcar. The C-H cannot continue to reliably operate with only one car - subject to breakdowns etc. A backup car must be obtained. The Museum will move inexorably toward this goal.





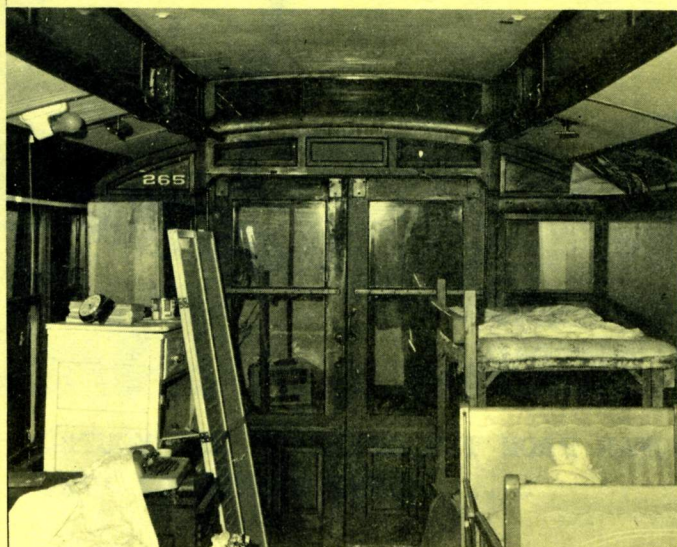
ABOVE: DSR standard car, as rebuilt for one-man operation, poses for the camera in 1939 - the twilight year of Duluth rail operations.

RIGHT: 1972 view of #265 in a mid-winter mantle of snow. Her long sleep is almost over.

LOWER RIGHT: Rear platform view of DSR one-man car taken in Superior Street Yard about 1938.

BELOW: Contemporary interior view of #265 showing well-preserved woodwork, ceilings, twin sliding bulkhead doors.

All DSR pix courtesy J.J. Kreuzberger







"AND STILL SHE SLEEPS AMID SOFT WHITE SNOW, FAR FROM THE SCENE OF HER YOUTH!"  
.....THE WINTER OF '72.





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